

# Freight Mobility Strategic Investment Board

*March 20, 2020  
10:00 AM to 1:00 PM*

*GoToMeeting: Login information to be provided separately*

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## AGENDA

10:00 AM	1. Welcome	Dan Gatchet	
10:05 AM	2. Roll Call and Meeting Minutes	Dan Gatchet	Action
10:10 AM	3. FMSIB Budgets & Director's Report	Brian Ziegler	Informational
10:25 AM	4. Board Member Reports	Board Members	Informational
10:35 AM	5. Legislative Session Overview	Brian Ziegler	Informational
10:50 AM	6. Project Selection Committee: FMSIB Budget Proviso Next Steps	Pat Hulcey	Informational / Action
11:10 AM	7. E. Marginal Way Heavy Haul Corridor Project Update	Lorelei Williams City of Seattle	Informational / Action
11:40 AM	8. FAST Act Reauthorization - Senator Cantwell	Dan Gatchet Erik Hansen Brian Ziegler	Informational
11:50 AM	9. WAFAC Discussion	Dan Gatchet Roger Millar	Informational / Action
12:10 PM	10. Review May FMSIB Workshop Topics	Brian Ziegler	Informational
12:30 PM	11. TIB / CRAB / FMSIB Comparison	Brian Ziegler	Informational
12:50 PM	12. Annual Report Distribution	Gena Workman	Informational
12:55 PM	13. Adopt May 27-28 Meeting Date Change	Gena Workman	Action
1:00 PM	14. Adjourn	Dan Gatchet	

Next Meeting: May 27-28, 2020 -  
Stevenson



# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## MEETING MINUTES

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January 24, 2020 • 9:00 a.m. – 1:15 p.m. • Olympia, WA

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### In Attendance

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#### BOARD MEMBERS

Dan Gatchet, Chair  
Leonard Barnes  
Matt Ewers  
Erik Hansen  
Johan Hellman  
Pat Hulcey

Temple Lentz  
John McCarthy  
Art Swannack  
Bob Watters  
Ben Wick

*Not Present:*  
Roger Millar  
Ex officio Aaron Hunt

#### FMSIB STAFF

Brian Ziegler, Director  
Gena Workman, Executive Assistant

#### GUEST PRESENTERS

Russ Blount  
Ron Pate

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### Meeting Convenes

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Chair Dan Gatchet convened the meeting at 9 a.m. with Board member introductions.

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### Approval of Minutes

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**Board Action Item:** Adoption of November 15, 2019, Board Meeting Minutes

**MOTION:**

Chair Gatchet entertained a motion to adopt the November 15, 2019, meeting minutes as presented.

Mr. Swannack so moved to adopt the minutes as presented. Mr. Barnes seconded.

***MOTION CARRIED***

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### FMSIB Day on the Hill Recap

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On January 23, FMSIB met with approximately 70 percent of the House and Senate Transportation Committee members. The following Board members participated in FMSIB's Day on the Hill: Chair Gatchet, Mr. Ewers, Ms. Lentz, Mr. Hellman, Mr. Hulcey, Mr. McCarthy, Mr. Swannack, Mr. Watters, and Mr. Wick. Overall, the participants felt well prepared and that it was a positive day of meetings with a lot of interest and support for FMSIB. It was a good opportunity to connect with new legislative members, educate some members about FMSIB, and bring them up-to-date on current FMSIB issues.

Senators Zeiger and King expressed support for FMSIB, and the Senate Transportation Committee chair stated FMSIB needs to remain independent. Representative Barkis indicated FMSIB's proviso report answered the questions and discussed the new bills proposing a change in transportation priorities from efficiency to environmental. Mr. Hansen pointed out how these bills can be conversation starters.

Representative Pellicciotti shared that he had heard FMSIB lacks diversity on its Board. Since the Governor appoints FMSIB members, Chair Gatchet discussed sending a letter to the associations requesting they submit a more diverse list of candidates to the Governor.

**Staff Action Item:** Director Ziegler will send a letter to the associations requesting they make an effort to submit a more diverse list of candidates to the Governor's Office for FMSIB appointments.

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## FMSIB Budgets

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*Operating Budget:* The Operating Budget is on track to expend as forecast.

*Capital Budget:* Director Ziegler reviewed the two capital budget charts, one for project financing and one to track project delivery status. The chart shows projects under agreement for construction, projects that have started expenditures, projects that plan to expend in the 2021-23 Biennium, and the projects that will not have any expenditures since they are not yet fully funded. The 2019-21 total authorized today is \$51 million and \$10 million has been spent, which is the best first quarter performance FMSIB has had. There are several projects getting ready to start billing FMSIB, and Director Ziegler is confident this may be record delivery year for FMSIB. Director Ziegler briefly reviewed any project status changes since the November meeting (designated in orange on the "Active Projects-Sorted by Biennium" chart).

### *Board Discussion:*

Chair Gatchet asked if FMSIB could be flexible and ask to be first dollars in once a project is ready to go to construction. Director Ziegler said FMSIB could make that request.

Mr. McCarthy asked if the Board would use the red and yellow projects on the Capital Budget chart list to reallocate funds to other projects. FMSIB needs to become more nimble in its ability to reallocate funds. It is important to make changes in the next few months that will affect what we get this biennium and the next, considering the current legislative climate.

Chair Gatchet mentioned the Board has already identified three projects and if the Board wants to defer more projects to free up money, they will need to give that direction to Director Ziegler so he can be prepared at March meeting.

Mr. Watters suggested that the Board should review staff recommendations for deferring projects, if any, at every Board meeting. Even though Director Ziegler tracks project status, Chair Gatchet agreed in this climate that is something to consider and asked if Director Ziegler could provide a secondary list of eligible projects.

In response to Mr. McCarthy's question, Director Ziegler referred to the "FMSIB Project Review-Defer?" chart that shows staff recommendations for active projects that should be deferred, the amount of money allocated to those projects, and any Board action. Staff recommended deferring four of those projects at the May 2019 meeting, and the Board requested each project sponsor provide a project update prior to any Board action. Since then,

the Board voted to retain one of those projects on the active list, one project was canceled by the city, and the project sponsor for the last two projects is presenting to the Board at today's meeting. Over the past three years, the Board has taken action to remove 19 deferred status projects (no money was allocated) and cancel them after six years of deferred status. There are now only six projects remaining on the deferred list that will be considered for cancellation when their six-year period is up. The chart is continually being updated with the Director's recommendations to defer.

Mr. Ewers asked how the City of Pasco's Lewis Street project is being tracked and any future ones like it. Director Ziegler included the Pasco project on the LEAP list submitted to the Legislature, but FMSIB cannot officially adopt the project until approved by the Legislature. Once the LEAP list is approved, Director Ziegler will bring the action item to the Board to award money to the Pasco project. At that point, the project would be added to the active project list.

**Staff Action Item:** Director Ziegler will make project recommendations to defer or cancel, if any, at every board meeting.

*Governor's Supplemental Transportation Budget:* Director Ziegler gave an overview of the Governor's Supplemental Transportation Budget for 2019-21 Biennium. The Chelan County West Cashmere Bridge project was under review for potential "pause" in response to I-976. Director Ziegler discussed this project with the county and WSDOT. It clearly met several of the Governor's criteria for projects that may proceed, so Director Ziegler authorized this project to proceed.

The following are four "paused" projects that affect FMSIB:

- City of Fife, Port of Tacoma Road I/C – Phase 2
- City of Pasco, Lewis St. Overpass
- Edmonds Waterfront Connector
- Connell Rail Interchange

The Governor's budget eliminated the legislative LEAP list requirement for FMSIB.

Mr. Hansen reminded the Board that although there is a lot of focus on the \$350 million hit to the multimodal account because of I-976, other gas tax 18<sup>th</sup> Amendment accounts, such as motor vehicle and State Patrol Highway, took a total hit of about \$200 million.

Due to I-976, Director Ziegler stated that FMSIB's biennial revenue would drop from \$29 million to \$23 million.

Mr. Hansen shared that the Governor's Office is proceeding as if I-976 will be upheld.

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## Director's Report

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Please see the Board meeting packet for the complete report on Director Ziegler's activities since the November 15, 2019, Board meeting.

*Project Updates:* Chelan County West Cashmere Bridge Project #98 and City of Tacoma Taylor Way Rehabilitation Project #97 bid awards are scheduled for January.

*FMSIB 2019-21 Budget Proviso Report:* The report was submitted to the Governor and Legislature on December 19. As of January 22, Representative Fey's staff had read the report but had not briefed Representative Fey.

### *Board Discussion:*

The Board discussed the need for clarity from the Legislature on whether FMSIB could conduct a call for projects this year. Director Ziegler pointed out the importance for FMSIB to do a call for projects so we can be at the table in January 2021 advocating for good freight projects.

Since there is not time during the Board meetings, Mr. Wick suggested convening a committee to work on an implementation plan for the changes stated in the proviso. The committee would present the recommendations to the Board at the May retreat before conducting a call for projects.

Mr. Swannack pointed out the need for developing a methodology now for moving money quickly from deferred projects and applying it to other projects.

Mr. Hansen pointed out that are ways to do a LEAP list that includes projects that are not yet funded with language that gives the authority to move money from a delayed project to the next project on the list.

Chair Gatchet suggested the Project Selection Committee Chair, Mr. Hulcey, bring committee recommendations to the retreat in May.

Mr. Swannack emphasized a concern that May is too late for this year's projects and that we need to bring any requests for LEAP list changes to the Transportation Committee now.

Chair Gatchet then suggested a motion be made to get this committee going now.

**MOTION:** Mr. Wick made a motion requesting staff convene the Project Selection Committee and provide a recommendation on steps to implement the recommendations of the proviso report.

Art seconded.

### ***MOTION CARRIED***

Mr. McCarthy questioned if we need a motion to adopt the five proposals listed in the proviso. Mr. Wick felt the motion just made included all the proposals. Recommendations for how to implement the proposals will be brought to the Board for formal action.

**Staff Action Item:** Director Ziegler will schedule a Project Selection Committee meeting to begin work on recommendations for implementing the proposals listed in the proviso report.

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### **Board Member Reports**

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*Mr. McCarthy:* will testify before Senator Cantwell's committee on port infrastructure needs, ports interface with rural communities, and different federal funding mechanisms.

*Mr. Swannack:* working with County Road Administration Board to see what methodology they use to accelerate projects and make sure money is spent.

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## Canceled Projects

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### DEFERRED PROJECTS ELIBLE FOR CANCELED STATUS

**Board Action Item:** Move eligible project(s) from deferred to canceled status or retain on deferred list

Director Ziegler reviewed the "FMSIB Deferred Projects-Consider for Removal" chart. The below projects are eligible for cancelation (deferred for at least six years) and were reviewed at the November 15 Board meeting but no action was taken at that time:

- **Project #57 (Woodinville) SR 202 Corridor Improvement - Phase 2**  
*City of Woodville Request:* Prefer to remain on deferred list, but okay with canceling.  
*FMSIB Staff Recommendation:* Cancel project.
- **Project #74 (Tacoma) SR 509/"D" Street Ramps**  
*City of Tacoma Request:* Remain on deferred list and not be canceled.  
*FMSIB Staff Recommendation:* Retain this project on the deferred list. The city made a good case for this project at the November 15 meeting, and there is no risk to FMSIB to leave it on the deferred list.

### MOTION:

Mr. Swannack moved to cancel the below projects:

- 1) Project #57 (Woodinville-SR 202 Corridor Improvement-Phase 2)
- 2) Project #74 (Tacoma-SR 509/"D" Street Ramps)

Mr. Watters seconded.

### **MOTION CARRIED**

**Staff Action Item:** Director Ziegler will notify project sponsors in writing of project cancelation.

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## Deferred Projects

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### ACTIVE PROJECTS ELIGIBLE FOR DEFERRED STATUS

**Board Action Item:** Determine if eligible project(s) should be moved from active to deferred status

The following active projects were under consideration for deferral:

- **Project #76 (City of Fife) Port of Tacoma Rd I/C- Phase 2**  
*City of Fife Request:* Retain on active list for two years.
- **Project #89 (City of Fife) I-5/54<sup>th</sup> Ave E I/C Improvement Phase 1B**  
*City of Fife Request:* Move to deferred list.
- **Project 77 (City of Tukwila) SW 27<sup>th</sup>/Strander Blvd Connection- Phase 3**  
*City of Tukwila canceled this project in June 2019*

### **Project #76 (City of Fife) Port of Tacoma Rd I/C- Phase 2**

Mr. Russ Blount, City of Fife, provided a presentation to the Board on Project #76 Port of Tacoma Rd I/C-Phase 2, which has made the following progress:

- Design fully funded, 30% complete
- Right-of-way fully funded, to begin 2020
- Construction 60% funded

- The city is pursuing right-of-way plan approval and will pursue right-of-way acquisition and construction funding

Mr. Blount emphasized the importance of FMSIB's money being active when the city is applying for federal grants. FMSIB is roughly 15 percent of money in, and FMSIB is a nationally known entity. The city is applying for federal grant this June and is asking to stay on active list for approximately two years.

Mr. Watters asked why the city was denied the federal grant the first time. Mr. Blount explained that this project made the initial list of unranked projects, but did not make it through the politically based selection process at the federal level.

Mr. McCarthy stated this project is an example of why FMSIB should be looking at the deferral list on a case-by-case basis. This is a very important and complex project that should remain on the active list, despite the length of time it has been active.

Mr. Wick pointed out it if moved to the deferred list it would be a cash deferral but not withdraw support. He inquired how FMSIB could support a project without tying up the money. Since the feds want to be the last dollars in, Mr. Blount feels FMSIB is a tremendous help in securing these grants because FMSIB is willing to be first dollars in.

Mr. Hulcey pointed out that the Lander Street is a big project and the main door into the Port of Seattle. Port of Tacoma Road Project Phase 2 is the main door into the Port of Tacoma and Mr. Hulcey advocates we keep money committed.

**MOTION:** Mr. McCarthy moved to retain FMSIB Project #76 Port of Tacoma Rd I/C Phase 2 for \$7.53 million on FMSIB's active list. Mr. Barnes seconded.

*Further Discussion:* The Board briefly discussed and agreed that there is not a conflict of interest for Mr. McCarthy to vote on this project since the Port of Tacoma is not the project sponsor.

Mr. Swannack questioned if we should be adding more money. Based on further discussion, it may best to wait until construction then reconsider adding more money.

Mr. Wick inquired if the money should be moved to 2023-25 Biennium. Mr. Blount requested the money remain in the 2021-23 Biennium since that is what is being asked for on the grant application. The city will know by December 2020 if they are awarded the federal grant.

**MOTION CARRIED.** Mr. Hulcey recused.

#### **Project #89-1 (City of Fife) I-5/54<sup>th</sup> Ave E I/C Improvement Phase 1B**

Mr. Blount briefly discussed status of Project #89-1 I-5/54<sup>th</sup> Ave E I/C Improvement and stated the city is okay with this project being moved from active to deferred status. The city will continue pursuing this project and may submit a new application in a few years.

**MOTION:** Mr. Swannack moved to remove 54<sup>th</sup> Street Project as presented.

Mr. Barnes seconded.

**MOTION CARRIED.** Mr. Hulcey recused.



### **Project 77 (City of Tukwila) SW 27<sup>th</sup>/Strander Blvd Connection- Phase 3**

*FMSIB Staff Recommendation:* Since the City of Tukwila canceled this project June 2019, Director Ziegler recommended Project #77 (City of Tukwila) SW 27<sup>th</sup>/Strander Blvd Connection- Phase 3 be moved to deferred status.

**MOTION:** Mr. Ewers moved to move FMSIB Project #77 SW 27<sup>th</sup>/Strander Blvd Connection- Phase 3 to the deferred list. Mr. Swannack seconded.

**MOTION CARRIED**

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### **Projects to Monitor**

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Director Ziegler noted several projects to monitor for possible future deferral:

- ***Project #100-00 (City of Seattle) East Marginal Way Heavy Haul Corridor***  
FMSIB awarded \$6.1 million in 2018. This project is not fully funded (50 percent secured), and will not make the original ad date of April 2021; however, it is making some progress. Mr. Hansen pointed out that knowing the source of these funds should be a part of FMSIB's decision. Director Ziegler suggested inviting the City of Seattle to the March meeting to provide an explanation.
- ***Project #101-0 (City of Sumner) Stewart Rd Corridor***  
FMSIB awarded \$3 million in 2018. This project will not make the original ad date of March 2021. They have \$7 million secured of a \$21 million project. It is progressing, but slow. The Board suggested this project come sometime in next year give an update, including specifics of where the other funding is coming from.

Due to FMSIB's willingness to be first money in, the current application process does not focus on where other money is coming from. Those questions are now being asked.

Mr. McCarthy noted it would still be helpful to figure out how to use the funds quicker and to have a constant recommendation on projects.

Chair Gatchet suggested we share all the progress FMSIB is making with Representative Fey.

**Board Recommendation:** Defer to Director Ziegler's recommendation when to bring these projects sponsors to Board meetings to provide an update, including information on where other money is coming from.

**Staff Action Item:** Director Ziegler will determine which projects appear to be falling behind and over the next year request they provide an update to the Board, including where their funding is coming from.

**Future Agenda Item:** Invite City of Seattle East Marginal Way to March 20, 2020, meeting and City of Sumner to a meeting later this year, as it fits into the schedule.



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## Federal Funding

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In response to Board action taken at the November 15, 2019, meeting, Director Ziegler prepared a briefing paper on FMSIB Projects and Federal Funding. See complete report for details. Below are key points:

- 1) FMSIB-funded projects average over four matching funding sources. Over half of FMSIB-funded projects (54%) include one federal program or one of four discretionary sources. Some projects have more than one federal source.
- 2) TIGER / BUILD Results:
  - a. One in eight applications included FMSIB funding.
  - b. One in 20 state applications was successful.
  - c. One in 12 applications with FMSIB funding was successful.
  - d. FMSIB funding increased success rate by 56%.
  - e. FMSIB-funded projects brought \$63 m in additional funding to Wash.
  - f. FMSIB contributed \$20 m to the four successful projects.
  - g. Federal funds were leveraged 3 to 1.
- 3) FASTLANE / INFRA Results:
  - a. One in two applications included FMSIB funding.
  - b. One in 13 state applications was successful.
  - c. One in 11 applications with FMSIB funding was successful.
  - d. FMSIB funding increased success rate by 11%.
  - e. FMSIB-funded projects brought \$50 m in additional funding to Wash.
  - f. FMSIB contributed \$13 m to the two successful projects.
  - g. Federal funds were leveraged nearly 4 to 1.

Mr. Watters asked if we know how much of the 54 percent is discretionary. Director Ziegler suggested the certainty of funding might be something FMSIB should factor in on future awards. Mr. Hellman asked what happens to the money if a project comes in under budget. Director Ziegler explained each partner has a different set of rules, but FMSIB's rule is a proportional reduction. Mr. Wick questioned if our deferred list could be considered as a pledge for funding. Director Ziegler sees the FMSIB award letter as a pledge for reimbursement versus secured funds. Mr. Ewers would want to know for sure if being on the deferred list would be a good enough pledge for federal application.

*Staff Recommendation:* FMSIB should revise the project awards to reflect the presence or absence of federal funding and possibly rank the likelihood of receiving federal funding as low, medium, and high.

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## Legislative Panel: Representative Jake Fey Addresses the Board

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The following is a summary of Representative Fey's discussion with the Board:

Rep. Fey apologized for missing FMSIB's scheduled Day on the Hill meeting. He is not dropping a bill this session dealing with FMSIB. There is currently more on his plate than he can handle.

Rep. Fey was pleased the Governor called legislative leadership and discussed a framework for dealing with I-976. The Governor listened well and did what we asked him to do.

Rep. Fey hopes to wrap up business on time, but in a thoughtful way. The Governor's budget is a good start; the Legislature will tinker with it.

Rep. Fey mentioned the impacts of I-976:

- Transportation Budget is \$450 m short, \$350 m in Multimodal Fund
- Transfers in from Hwy. Safety Acct. (\$60 m) and gas tax on construction (\$84 m) are helping fill the gap
- Reduced expenses in WSF and WSP
- Paused projects are getting lots of attention, but a prudent thing to do
- The Legislature is NOT going to adopt the Initiative, like when I-695 passed. However, the legislature is assuming the loss of revenues. JTC funding study will provide some recommendations on future revenue options.
- NOT moving sales tax on new cars from GF to transportation fund

To balance the budget, the Senate is evaluating 2%, 5%, and 10% reduction scenarios. The House is not doing that. Removed vacant positions in WSP however.

Both houses considering a new revenue package in 2021 (9 cents JUST for culverts). CRC, Everett Trestle, would be on top of that.

The rail budget took a hit too.

The House is looking at whether \$150 m in borrowing is necessary.

All advertising on the Initiative said there would be consequences, and there are.

Rep. Fey wants to get "lots of information" for the 2020 budget. He wants to do as little harm as possible, even though pausing costs money.

Mr. Barnes asked what FMSIB could do to help. Rep. Fey said that to the extent FMSIB has information about projects, needs, and consequences, tell us.

Mr. Swannack asked whether FMSIB's response to the proviso language has been discussed yet.

Rep. Fey said the proviso language report will come up when the Transportation Exec. Committee (Chairs, Vice-Chairs, Ranking) evaluates each agency budget.

Mr. McCarthy noted that FMSIB has taken good steps and is evaluating new tools to improve delivery. He asked if FMSIB would be allowed to do a Call for Projects. Rep. Fey said it's hard to think about new projects, unless it is an emergency (not just FMSIB, but broadly). Next biennium fish passage is the priority (\$675 to \$700 m) which must be funded whether there is a package or not. Hard to ask for new projects in that environment. Rep. Fey did say, however, that he has opened the door this year for new project proposals from members.

Chair Gatchet mentioned that the Board has already deferred projects to "spend the money faster." He said the Board hopes to use it on projects that are ready to go. Awards are always dependent on availability of funding.

Mr. Swannack cited the Pasco project example where the Board moved quickly to fund last dollars into that project. Rep. Fey said that project might be un-paused; people have visited him about this. Director Ziegler stated that freight interests should be at the table in 2021 when new revenue is discussed. Rep. Fey said yes, but he's still committed to freight.

Chair Gatchet reiterated that the Board has some money available due to deferral. Mr. Swannack asked what authority the Board would need to get FMSIB money to Pasco. Rep. Fey replied that Staff would have to look into that.

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## FMSIB/CRAB/TIB Comparison

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Chair Gatchet requested this agenda item be postponed until the March meeting.

**Future Agenda Item:** Move to March 20, 2020 meeting.

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## Connell I/C Project Update

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The City of Connell applied during FMSIB's 2018 Call for Projects. The Board had many questions about where the funding for this project was coming from. Mr. Ron Pate, WSDOT, put together a project team and has been working with the city on this project. The city applied six times for federal funding but did not receive awards due to lack of match money: \$10 million is now committed out of \$28 million project. All the project sponsors then worked at getting all the funding they could. After research, BNSF determined there was no operational benefit. The project is now on the "pause" list in response to I-976. Director Ziegler pointed out if FMSIB had \$4 million they could help the project reach 50 percent funding, and according to Mr. Pate, it would then have a good chance at a federal grant.

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## Next Meeting

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March 20, 2020 - Tacoma

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## Meeting Adjourned

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Chair Gatchet adjourned the meeting at 1:15 p.m.

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Dan Gatchet  
Chair

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Attest: Brian Ziegler  
Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

CURRENT BIENNIUM 19-21 Budget \$ 813,000

Expenditure Detail through: February 29, 2020

	Biennium Appropriation July 1, 2019 - June 30, 2021	Biennium Allotments thru Feb 29, 2020	Actual Expenditures thru Feb 29, 2020	Biennium To Date Dollar Variance
<b>FMSIB Budget</b>				
Salary	576,000	192,000	172,970	19,030
Travel	57,000	19,000	13,734	5,266
Goods & Services	130,000	43,333	39,442	3,892
Personal Service Contracts	50,000	13,100	20,500	-7,400
<b>Total Thru Feb 29, 2020</b>	<b>\$ 813,000</b>	<b>267,433</b>	<b>246,645</b>	<b>20,788</b>
	Budgeted Expenditures July 1, 2019 - June 30, 2021	Budgeted Expenditures thru Feb 29, 2020	Actual Expenditures thru Feb 29, 2020	Biennium To Date Dollar Variance
<b>Expenditure Detail</b>				
<b>Salaries:</b>				
Staff Salary	576,000	192,000	172,970	19,030
<b>Total Salary</b>	<b>\$ 576,000</b>	<b>192,000</b>	<b>172,970</b>	<b>19,030</b>
<b>Travel:</b>				
Staff Travel	27,000	10,000	5,852	4,148
Board Travel	30,000	9,000	7,882	1,118
<b>Total Travel</b>	<b>\$ 57,000</b>	<b>19,000</b>	<b>13,734</b>	<b>5,266</b>
<b>Goods &amp; Services:</b>				
<i>Other State Agency Services</i>				
WSDOT Labor & Svcs/TIB Svcs	35,000	11,667	12,957	-1,290
WS DES Services	15,000	5,000	5,404	-404
WS TIB - Office Rent & Utilities	35,000	11,667	11,630	36
WS Attorney General	5,000	1,667	0	1,667
<i>Misc. Operating Expenses</i>				
Misc. Office, Mtg, Equipment Costs	40,000	13,333	9,451	3,883
<b>Total Goods &amp; Services</b>	<b>\$ 130,000</b>	<b>43,333</b>	<b>39,442</b>	<b>3,892</b>
<b>Personal Service Contracts:</b>				
<i>Consultant Expenses</i>				
FY20 - 2019 Annual Report (Lund) 25,000	25,000	20,500	20,500	0
FY21 - 2020 Annual Report (Lund) 25,000	25,000		0	0
<b>Total Personal Service Contracts</b>	<b>\$ 50,000</b>	<b>20,500</b>	<b>20,500</b>	<b>0</b>
<b>Total Thru Feb 29, 2020</b>	<b>\$ 813,000</b>	<b>274,833</b>	<b>246,645</b>	<b>28,188</b>

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## 19-21 Capital Budget - Sorted by Biennium - Effective Jan. 2020

Likelihood to expend 19-21 biennial appropriation:

- High
- Medium
- Low
- Under Agreement

(Dollars in thousands)

	Agency	Project Title	Selected	FMSIB \$	Prior	17 - 19	19 - 21	Expenditure	21 - 23	23 - 25	Total
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500	0	500	0		0	0	500
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334	0	0	2,334	2,334	0	0	2,334
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333	0	0	4,333	4,043	0	0	4,333
13	Port of Seattle	Marginal/Diagonal Approach & Argo Gate (2019 complete)	2011	3,750	0	3,750	0		0	0	3,750
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383	579	1,573	231		0	0	2,383
15	Seattle	S Lander St Grade Separation	2017	8,000	0	1,269	4,431	797	0	0	5,700
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000	0	779	1,221	828	0	0	2,000
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000	0	3,258	1,742	1,742	0	0	5,000
28	Lacey	Hogum Bay Road Improvements (2019 complete)	2013	1,200	600	600	0		0	0	1,200
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750	5,250	1,351	3,149	2,219	0	0	9,750
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000	0	3,811	2,189	113	0	0	6,000
		<b>Subtotal</b>			6,429	16,891	19,630				
1	Chelan Co	West Cashmere Bridge	2018	3,000	0	0	1,500		1,500	0	3,000
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000	0	0	5,000		0	0	5,000
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100	0	0	2,100		0	0	2,100
12	Port of Kalama	Industrial Rail Additions	2018	2,400	0	0	2,400		0	0	2,400
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000	0	0	3,500		5,500	0	9,000
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500	0	0	2,500	261	0	0	2,500
26	Tacoma	Taylor Way Rehabilitation	2016	2,500	0	0	2,500		0	0	2,500
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000	0	0	4,100		900	0	5,000
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680	0	0	1,680		0	0	1,680
9	Kent	S 212th St Grade Separation (Deferred - Eligible to cancel 2020)	2015	5,000	0	0	0		0	0	5,000
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270	0	0	1,134		1,136	0	2,270
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City canceled)	2013	5,000	0	0	0		0	0	0
	Statewide	Future Awards			0	0	5,000		5,000	22,000	55,500
		<b>Past and Current Biennial Subtotals</b>			6,429	16,891	51,044	12,337			

	<u>Agency</u>	<u>Project Title</u>	<u>Selected</u>	<u>FMSIB \$</u>	<u>Prior</u>	<u>17 - 19</u>	<u>19 - 21</u>	<u>Expenditure</u>	<u>21 - 23</u>	<u>23 - 25</u>	<u>Total</u>
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533	0	0	0		6,333	1,200	7,533
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500	0	0	0		2,500	0	2,500
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100	0	0	0		3,000	3,100	6,100
20	Spokane Co	Park Road BNSF Grade Separation	2010	100	0	0	0		0	100	100
24	Sumner	Stewart Road	2018	3,000	0	0	0		2,000	1,000	3,000
		<b>Future Total</b>							<b>27,869</b>	<b>27,400</b>	
		<b>Program Total</b>		<b>109,933</b>	<b>6,429</b>	<b>16,891</b>	<b>51,044</b>	<b>12,337</b>	<b>27,869</b>	<b>27,400</b>	<b>158,133</b>

33% 24%

<b>Revenue</b>		<b>Beginning Balance</b>	<b>25,571</b>	<b>23,189</b>		<b>354</b>	<b>694</b>
	Freight Mobility Investment Account - 09E		7,255	13,698		13,698	13,698
	Freight Mobility Multimodal Account - 11E		7,255	14,511		14,511	14,511
	Highway Safety Account		0	0		0	0
	<b>Total Revenue</b>		<b>40,081</b>	<b>51,398</b>		<b>28,563</b>	<b>28,903</b>
<b>Expenditures</b>							
	Freight Mobility Investment Account - 09E		6,363			13,351	13,351
	Freight Mobility Multimodal Account - 11E		7,258			14,571	14,571
	Highway Safety Account		1,919				
	Motor Vehicle Funds (Federal)		1,351				
	<b>Total Expenditures</b>		<b>16,892</b>	<b>51,044</b>	<b>12,337</b>	<b>27,869</b>	<b>27,400</b>
<b>Reappropriation</b>			<b>23,189</b>	<b>354</b>		<b>694</b>	<b>1,503</b>

<b>Union Pacific Revenue</b>		<b>Total</b>	<b>3,650</b>				
Kent	S 277th St (2003-05)	2000	600	600	0		
Kent	228th Street Extension and Grade Separation	2004	1,250	0	0	1,250	
Tacoma	D Street Grade Separation (swapped w/Tukwila, 180th St)	2005	750	750	0		
Union Pacific	Payment (cancelled Pierce Co 8th Ave S)	2010	500	500	0		
Pt Seattle	East Marginal Way Ramps	2008	480	480	0		
Pt Seattle	Marginal/Diagonal Approach & Argo Gate	2011	70	0	70		

# FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

## Active Projects - Sorted by biennium - Status Effective Jan 2020

### Likelihood to expend 2019-21 biennial appropriation:

	- High
	- Medium
	- Low
	- Under Agreement

### First or Last Dollars?

	- FMSIB Award to Const. is less than 2 years	6
	- FMSIB Award to Const. is between 2 and 4 years	7
	- FMSIB Award to Const. is <b>more</b> than 4 years	14
	- Changes from last report	

### No. of Projects

		PROJECT STATUS						
Agency	Project Title	Selected	FMSIB \$	FMSIB Award	Fully Funded	Under Const.	Open to Traffic	Fully Reimb.
<b>17-19 Biennium</b>								
2	Fife	I-5/54th Avenue E I/C Improvement Ph 1A	2016	500				
3	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	2,334				
4	Fife	I-5/Port of Tacoma Road Interchange Ph 1 (north side I-5)	2006	4,333				
14	Seattle	Duwamish Truck Mobility Improvements	2012	2,383				
15	Seattle	S Lander St Grade Separation	2017	8,000				
17	Skagit Co	Burlington Northern Overpass Replacement	2016	2,000				
25	Tacoma	SR 99 Puyallup River Bridge	2010	5,000				
8	Kent	S 228th Street Extension & Grade Separation	2004	9,750				
18	Spokane Co	Bigelow Gulch / Forker Rd Realignment	2010	6,000				
<b>19-21 Biennium</b>								
1	Chelan Co	West Cashmere Bridge	2018	3,000			Contract awarded Feb. 25	
6	Fife / WSDOT	70th Ave E - Freight Bottleneck	2018	5,000				
10	Longview	SR 432/SR 411 Intersection Improvements	2016	2,100		Feb-20	Apr-20 New ad date	
12	Port of Kalama	Industrial Rail Additions	2018	2,400		Feb-20	Jun-20	
22	Spokane Valley	Barker Rd / BNSF Grade Separation	2013	9,000		Jun-20	Sep-20	
23	Sumner	SR 410 Traffic Ave/E Main	2016	2,500			Feb-21	
26	Tacoma	Taylor Way Rehabilitation	2016	2,500			Apr-20 Open House March 25	
11	Marysville	SR 529/I-5 Interchange Expansion	2014	5,000			WSDOT agreement executed	
21	Spokane Valley	Barker Rd Corridor Widening - Spokane River to SR290	2018	1,680				Phase 1 only
9	Kent	S 212th St Grade Separation (Deferred - Eligible to cancel 2020)	2015	5,000		Deferred - 2020 removal eligibility		
19	Spokane Co	Bigelow Gulch Phase 3	2018	2,270		Feb-21		
27	Tukwila	Strander Blvd/SW 27th to West Valley (7/2019 City canceled)	2013	5,000		Deferred by FMSIB (1/20)		
<b>Future Biennia</b>								
5	Fife	I-5/Port of Tacoma Road Interchange Ph 2 (south side I-5)	2010	7,533		Unknown		
7	Fife	I-5/54th Avenue E I/C Improvement Ph 1B	2016	2,500		Deferred by FMSIB (1/20)		
16	Seattle	East Marginal Way Heavy Haul Corridor	2018	6,100		Apr-21 FMSIB presentation 3/2/20		
20	Spokane Co	Park Road BNSF Grade Separation	2010	100		Deferred - 2022 removal eligibility		
24	Sumner	Stewart Road	2018	3,000		Dec-21 FMSIB presentation in 2020 TBD		
<b>Total</b>				<b>104,983</b>				



## **FMSIB Director's Report**

March 20, 2020

(Last Report : Jan. 24, 2020)

### **Project Status Updates**

#### *City of Seattle, E. Marginal Way Heavy Haul Corridor Improvements*

The City applied for an INFRA grant and received a letter of endorsement from FMSIB. During that discussion, staff learned the City would like to phase their project. FMSIB staff discussed how this might affect FMSIB's participation but no conclusions were reached. City staff will be at this month's meeting to provide an update on this project.

#### *City of Spokane Valley, Barker Road Corridor*

One phase of this corridor widening is complete and open to traffic. The second and third phases are under design, but the City has come up against a railroad crossing delay. City staff have shared alternative schedules and phasing with FMSIB and requested feedback. Conversations are continuing with the railroad and FHWA/WSDOT to develop a mutually acceptable phasing plan.

#### *City of Pasco, Lewis Street Underpass*

This project scored third in FMSIB's 2011 Call for Projects but was not selected because FMSIB was first dollars in. The City has received additional Connecting Washington money and an anticipated \$5 million contribution from the Transportation Improvement Board (TIB). At the Sept. 2019 meeting, FMSIB awarded \$4.4 million to the project, subject to successful amendment of FMSIB's LEAP list by the 2020 Legislature. FMSIB and the Governor included the project in their budget requests, though the Governor placed it on the pause list. The Senate included the project in their budget proposal for FMSIB. The House proposal moved it to WSDOT's budget (Program Z). The final Conference Committee report funds the project but in WSDOT's budget.

### **Active Projects Being Considered for Deferral**

At the May 2019 Workshop, staff presented an analysis of all 28 active FMSIB projects with recommendations on which projects should be considered for deferral. The Board concurred with the staff recommendation and directed that four project sponsors be invited to explain their project status to the Board. Over the last six months or so, those four projects have been reviewed by the Board and actions taken to Defer projects and/or keep them in Active status. At the January 2020 meeting, the Board concurred in staff recommendations to review two more projects:

1. City of Seattle, E. Marginal Way Heavy Haul Corridor Improvements
2. City of Sumner, Stewart Road

The City of Seattle will be presenting a project status report at this meeting. The City of Sumner will be invited to present sometime in 2020.

### **FMSIB 2019-21 Budget Proviso Report to the Legislature**

To date, no formal responses have been received from either the Legislature or the Governor's Office. However, the Board directed staff to convene the Project Selection Committee and begin working on implementing the recommendations of the report.

The Project Selection Committee met by conference call. Their interim report is included in this meeting packet and will be discussed on March 20.

### **Legislative Committee Meeting (1/31/20)**

This meeting was convened at the request of the FMSIB Chair to "discuss a possible FMSIB legislative strategy for ensuring that state freight mobility needs are identified in time for 2021 discussions about new transportation revenues." The Chair was concerned about Rep. Fey's remarks the previous week at the FMSIB Board meeting stating that "there isn't any money, so it doesn't make sense to do a Call in this environment" and that Rep. Fe was also "soliciting project ideas from his committee members."

FMSIB's Legislative Committee discussed whether Board members should

1. Approach committee members and request lifting the proviso, and/or
2. Approach committee members and ask for specific projects, and/or
3. Conduct an independent FMSIB solicitation for project ideas

Committee members discussed all three options and decided to pursue none of them.

### **FMSIB Supplemental Transportation Budget**

FMSIB's budget passed the Legislature March 12. A separate document titled "*FMSIB 2020 Supplemental Budget*" is included in the meeting packet which provides details on the final bill.

### **2019 Annual Report**

Under RCW 47.06A.020(1)(c), the Board shall "*provide periodic progress reports on its activities to the office of financial management and the senate and house transportation committees.*" FMSIB staff distributed over 200 paper copies and nearly 500 electronic copies of the Annual Report. Details of the distribution will be provided at this meeting.

### **Freight Mobility Outreach (Meetings, Conferences and Events)**

To better understand the freight mobility issues affecting our customers, I attended the following meetings, conferences and events:

- Starting Jan. 21, attending weekly meetings with the Governor's Office (Debbie Driver and Erik Hansen) to discuss status of legislative proposals and to coordinate actions.
- Feb. 11 - Coordinated conference call with Sen. Cantwell's staff and Governor's Office to discuss FAST Act reauthorization (to be discussed at this month's meeting).
- Feb. 12 – Attended PSRC Freight Advisory Committee meeting
- Feb. 12 – Chair Gatchet and I met with AWC, WPPA, and WSAC to discuss the Board's January meeting w/Rep. Fey, the FMSIB Legislative Committee meeting, and the conference call with Sen. Cantwell's office.
- Feb. 13 – Attended second meeting of the JTC's Statewide Transportation Needs Assessment Working Group
- Feb. 18 – Presented an overview of FMSIB to the Clark County Transportation Alliance during their legislative visit to Olympia.

- Feb. 20 – Adam Lemieux from the Port of Everett visited FMSIB Offices to learn about the freight mobility program and history.
- Feb. 21 – Chair Gatchet and I met briefly with Rep. Fey in his office.
- Feb 24 – Facilitated meeting of FMSIB’s Project Selection Committee (details elsewhere in this report)
- Mar. 2 – Met with Debbie Driver and Erik Hansen of the Governor’s Office as well as Alyson Cummings of WSDOT to review Rep. Fey’s surprise floor amendment on HB 2322. Rep. Fey stated that the amendment was requested by WSDOT.
- Mar. 3 – Met with Chair to discuss draft March meeting agenda
- Mar. 9 – Met with Debbie Driver to discuss potential impacts of WAFAC proviso on FMSIB.
- Mar. 12 – FMSIB Budget passed by Legislature

## Legislative Update for March Board Meeting

March 20, 2020

Bill No. ( <del>XXXX</del> = Not moving)	Title	FMSIB Connection	Status (eff. 3/13/20)	What To Watch For?
<del>HB 2245</del> <b>SB 6084</b>	Roundabouts	Past concerns about funding roundabouts in project selection process.	Passed both Houses. Delivered to Gov. 3/11	Allows trucks to cross lane lines. Definition of “circular intersection” is new.
<b>HB 2322</b> <del>SB 6497</del>	2020 Supplemental Budget	Provides operating and capital funds for FMSIB	See spreadsheet titled “Gov_HTC_STC Comparison for Board”	
<b>HB 2688</b> <b>SB 6398</b>	Expanding transportation policy goals	Deleted following wording: <i>“Mobility: To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility”</i>	1/22/20 hearing in House Transportation. 1/28/20 hearing in Senate Transportation	Possible interim discussions (See Sec. Millar’s Feb. 14 letter to Chairs and Ranking Members).
<b>HB 2828</b> <del>SB 6535</del>	Prohibiting funds available to port districts from being allocated for the purchase of fully automated marine container cargo handling equipment	Would affect FMSIB grant process.	Passed House Local Government, in Rules.	
<b>HB 1110</b> <b>SB 5412</b>	Reducing greenhouse gas emissions associated with transportation fuels (Carbon Tax)		Passed House and Senate Environment, Energy & Technology. In Senate Transportation.	Will likely become key component of 2021 transportation funding proposals.

**FMSIB 2020 Supplemental Budget - D R A F T**

<b>Effective:</b>	3/11/2020				
<b>Item</b>	<b>Governor's Proposal</b>	<b>HTC Proposal (2/24/20)</b>	<b>STC Proposal (2/25/20)</b>	<b>Conf. Committee Report (3/11/20)</b>	<b>Comments</b>
<b>Operating Budget</b>	\$ 813,000	\$ 772,000	\$ 772,000	\$ 772,000	House and Senate propose 5% efficiency reductions
<b>Capital Budget</b>	\$ 51,044,000	\$ 43,644,000	\$ 46,044,000	\$ 36,144,000	House reductions reflect LEAP List changes (see below). Senate reductions reflect anticipated underruns and includes \$10 m contingent on I-976 being struck down. With I-976 upheld, approp is \$36,044,000
<b>Fund Transfers into FMIA</b>	\$ 8,511,000	\$ 8,511,000	\$ 970,000	\$ 8,070,000	Senate reduction reflects anticipated underruns
<b>Fund Transfers into FMMA</b>	\$ 8,511,000	\$ -	\$ 1,011,000	\$ -	House elimination reflects their revised LEAP List. Senate reduction reflects anticipated underruns.
<b>Fund Transfer OUT of FMMA to TMMA</b>				(\$7,296,000)	Previously deposited FMMA funds removed (Similar to Jan. 2019 removal of \$14.5 m). See Sec. 702 for authority (19-21 only).
<b>Other Fund Allocations</b>		\$ 4,907,000	\$ 5,000,000	\$ 4,992,000	House allocation from MVA partially funds loss of \$8.5 m FMMA. Senate allocation from MVA is contingent on I-976 being struck down. With I-976 upheld, this allocation is zero.
<b>Call for Projects</b>	Retains prohibition	Retains prohibition	Removes prohibition	Retains prohibition	
<b>LEAP List Requirement</b>	Eliminated (erroneously)	Retained	Retained	Retained	
<b>LEAP List Total</b>	\$ 51,044,000	\$ 43,644,000	\$ 51,044,000	\$ 43,644,000	House selects the projects so total must match appropriation. Senate allows FMSIB to manage but assumes \$5 m underrun.
<b>LEAP List "Future Awards"</b>	Includes	Eliminates	Includes	Includes	House eliminates "Future Awards" which is consistent with their budget proviso. Conf. Committee Report includes line for "Future Awards," at level of expected revenues.
<b>LEAP List Changes</b>	Several technical changes to reflect actual project status, incl. addition of Lewis St Bridge	Moves Lewis St Bridge to WSDOT Program Z. Delays Port of Kalama Industrial Rail Project to 21-23	Identical to Governor's proposal	Moves Lewis St Bridge to WSDOT Program Z. Delays Port of Kalama Industrial Rail Project to 21-23	
<b>New FMSIB Proviso</b>				(4) It is the intent of the legislature to continue to make strategic investments in a statewide freight mobility transportation system with the help of the freight mobility strategic investment board, including projects that mitigate the impact of freight movement on local communities.	
<b>New WAFAC Proviso</b>		Floor amendment 2/28 restructures joint WSDOT and WAFAC report to the legislature		Proviso rewritten by consensus of freight stakeholders and WSDOT	See comparison document titled "2020 WAFAC Budget Provisos"

## ***Project Selection Committee Review of Reappropriation Options***

Committee Report to the Board – March 20, 2020

**Purpose:** Develop a response to the Board's request for recommendations on next steps to implement the "Reducing Reappropriations Proviso" report to the Legislature.

**Committee Members:** Pat Hulcey (Chair) Matt Ewers, Ben Wick, Bob Watters

**Background:** The Board's Dec. 2019 Report to the Legislature identified eight options for reducing reappropriations (see "*Table 7 - 'Alternative Proposals' for Reducing FMSIB Reappropriations*"). Additionally, the Executive Summary highlighted five of these options (in some cases, combining options from Table 7) that the Board was committed to implementing.

To date, the Board has received no official feedback on the Board's report from either the Legislature or the Governor's Office. However, the House Transportation Committee Chair's budget passed out of committee on 2/26/20 with the Call for Projects prohibition retained and the Senate Committee Chair's budget eliminated the prohibition. The final Conference Committee Report issued 3/11/20 retains the prohibition on a call for Projects but also affirms the importance of FMSIB in funding freight mobility needs in Washington.

**Summary of Committee Work to Date:** Staff prepared a combined summary of Table 7 and the Executive Summary (i.e., "*The Mashup*"). This table assigns numbers (1 to 5) to the Executive Summary recommendations and letters (A to D) to the Table 7 recommendations not contained in the Executive Summary. For those Executive Summary recommendations with multiple components, sub-letters are added to the numbers (e.g., 5a., 5b, etc.). Those two tables are attached to this report.

The Committee met by conference call on Feb. 24. Staff reviewed the two tables with members and answered questions. It was pointed out that most of the options require a Call for Projects in order to implement (Underlined in the tables). Staff also reviewed with the members WAC 226-16-160 (also attached) which outlines the process taken by the Board to assess project progress and take appropriate actions.

The Committee discussed how well the Board has implemented the subject WAC. Staff pointed out the various reviews conducted and decisions made by the Board over the last two years in order to assess every project in the portfolio. There was some discussion about maybe developing criteria to further implement the WAC.

The Committee discussed Option 5c which would allow FMSIB funds to be used for preliminary engineering (Note: There is no statutory direction that FMSIB funds be used for construction only, however that has been the agency's policy). Members discussed the pros and cons of

changing FMSIB's policy, without a clear consensus. Members did agree that maybe this question should be raised on the May Board workshop with Rep. Fey.

Members discussed Options *"1b. Create Tier 1 and Tier 2 Awards"* and *"3. Award more project funds than available in fund balance"* and suggested they could be combined in their implementation. There was some agreement on this point.

Members discussed Option *"B. Submit biennial budgets that include only those projects with "high likelihood" to expend in the biennium."* There was agreement that this approach would immediately lower FMSIB's reappropriations request in future supplemental budgets. Staff noted that the next biennial budget process (21-23 biennium) begins this August, so it would be good to have some Board direction on this recommendation.

Staff committed to preparing a Draft Board Report summarizing Committee work to date and sharing with the Committee.

Meeting was adjourned at 10:00.



*“Mashup” of Executive Summary and Table 7 - “Alternative Proposals” for Reducing FMSIB Reappropriations – Mentioned in the Exec. Summary (Numbers represent order in the Exec. Summary)*

Options	Advantages	Disadvantages	Implementation
<b>1a. Implement a more aggressive project deferral policy, maybe multiple levels.</b> <b>5a. Set funding time limits at time of award</b>	<ul style="list-style-type: none"> <li>Frees up funding for projects that might be more ready to construct</li> </ul>	<ul style="list-style-type: none"> <li>Increases uncertainty for project sponsors</li> <li>Requires more frequent Calls for Projects</li> <li>Risk that subsequently awarded projects may not be ready to construct either</li> </ul>	<ul style="list-style-type: none"> <li>Work with the Board’s Project Selection Committee to define criteria for “more aggressive” (see WAC 226-16-160)</li> <li>Apply criteria annually to the Active Project List</li> </ul>
<b>1b. Create Tier 1 and Tier 2 Awards</b>	<ul style="list-style-type: none"> <li>Allows FMSIB to move money from projects not progressing to projects that might progress faster</li> </ul>	<ul style="list-style-type: none"> <li>Current LEAP list protocols may limit this flexibility</li> <li>Requires legislative change</li> </ul>	<ul style="list-style-type: none"> <li>Determine criteria for Tiers (e.g., First/Last dollars)</li> <li>Determine funding allocation in each Tier</li> <li>Implement in next <b><u>Call for Projects</u></b></li> </ul>
<b>2. Award higher percentage of biennial funding to “Last dollar” projects and a lower percentage to “First dollar” projects</b>	<ul style="list-style-type: none"> <li>Incentivizes sponsors to obtain more match money</li> <li>Improves likelihood of delivering biennial appropriation</li> </ul>	<ul style="list-style-type: none"> <li>“Last dollar” projects may not exist</li> <li>Weakens FMSIB’s position as an early investor of strategic funding.</li> </ul>	<ul style="list-style-type: none"> <li>Amend next <b><u>Call for Projects</u></b> accordingly</li> </ul>
<b>3. Award more project funds than available in fund balance</b>	<ul style="list-style-type: none"> <li>Increases likelihood of expenditures since more projects are authorized</li> </ul>	<ul style="list-style-type: none"> <li>Increases risk of denying reimbursement to project sponsor</li> </ul>	<ul style="list-style-type: none"> <li>For each <b><u>Call for Projects</u></b>, determine level of “excess award” based on current portfolio</li> <li>Revise level of “excess award” based on newly submitted projects</li> </ul>
<b>4. Award higher % participation of FMSIB funding in projects</b>	<ul style="list-style-type: none"> <li>May accelerate project delivery</li> <li>May expend more money faster</li> </ul>	<ul style="list-style-type: none"> <li>Need to ensure participation ratio does not exceed identified freight benefits</li> </ul>	<ul style="list-style-type: none"> <li>Revise next <b><u>Call for Projects</u></b> as appropriate</li> </ul>

*“Mashup” of Executive Summary and Table 7 - “Alternative Proposals” for Reducing FMSIB Reappropriations – Mentioned in the Exec. Summary (Numbers represent order in the Exec. Summary) – con’t.*

Options	Advantages	Disadvantages	Implementation
<b>5b. Encourage applicants to apply for projects identified in the Road-Rail conflict study and other statewide freight mobility studies</b>	<ul style="list-style-type: none"> <li>Need has been identified</li> </ul>	<ul style="list-style-type: none"> <li>Road-Rail Study focuses on only one type of freight bottleneck.</li> <li>May not have a willing sponsor</li> </ul>	<ul style="list-style-type: none"> <li>Amend Application instructions to encourage sponsors review these lists and plans</li> <li>Adjust scoring criteria to add points appropriately</li> <li>Implement in next <b><u>Call for Projects</u></b></li> </ul>
<b>5c. Fund project Preliminary Engineering</b>	<ul style="list-style-type: none"> <li>Expenditure is more immediate and predictable</li> </ul>	<ul style="list-style-type: none"> <li>Doesn’t deliver immediate freight benefit</li> <li>Project may never get built</li> <li>May require repayment if project not completed</li> </ul>	<ul style="list-style-type: none"> <li>Revise next <b><u>Call for Projects</u></b> as appropriate</li> </ul>

Table 7 “Alternative Proposals” for Reducing FMSIB Reappropriations – Not Mentioned in the Exec. Summary

Options	Advantages	Disadvantages	Implementation
<b>A. Provide delivery and/or expenditure incentives to project sponsors</b>	<ul style="list-style-type: none"> <li>Encourages sponsors to accelerate delivery, assuming they have available funding</li> </ul>	<ul style="list-style-type: none"> <li>Increases uncertainty for project sponsors</li> <li>Increases risk of denying reimbursement to project sponsor</li> </ul>	<ul style="list-style-type: none"> <li>Query project sponsors to determine effective incentives.</li> <li>Develop incentive proposals for Board review</li> </ul>
<b>B. Submit biennial budgets that include only those projects with “high likelihood” to expend in the biennium</b>	<ul style="list-style-type: none"> <li>Immediately reduces FMSIB budget request by over half</li> <li>Reduces the likelihood of supplemental reappropriation</li> </ul>	<ul style="list-style-type: none"> <li>Contrary to FMSIB’s charter to seek long-term funding solutions to freight mobility problems</li> <li>Doesn’t communicate the full freight mobility needs</li> <li>Board may delay reimbursements to sponsors if requests exceed appropriation</li> <li>Board has not defined “high likelihood”</li> </ul>	<ul style="list-style-type: none"> <li>Work with the Board’s Project Selection Committee to define criteria for “high likelihood”</li> <li>Amend 19-21 Budget in 2021 session</li> <li>Develop 21-23 Budget accordingly (starts August 2020)</li> </ul>
<b>C. Conduct annual Calls for Projects</b>	<ul style="list-style-type: none"> <li>Ensures a robust list of freight projects for Board consideration</li> <li>Assists sponsors in matching FMSIB grants</li> </ul>	<ul style="list-style-type: none"> <li>Expends additional FMSIB staff and project sponsor resources</li> </ul>	<ul style="list-style-type: none"> <li>Develop and publish new <u>Call for Projects</u> process starting in 2020</li> </ul>
<b>D. “Double-Award” to existing funded projects</b>	<ul style="list-style-type: none"> <li>Expends more money faster</li> </ul>	<ul style="list-style-type: none"> <li>Disrupts long-standing policy</li> <li>Criteria for second award doesn’t exist</li> <li>Diverts funding from other freight mobility projects</li> </ul>	<ul style="list-style-type: none"> <li>Develop criteria for secondary awards</li> </ul>

**WAC 226-16-160 Work progress on freight mobility projects.**

The lead agency must begin work on a project within twelve months of the date the board approves the project, unless the board grants an extension. To determine if work has begun, the board will assess the project progress as compared to the information provided the board when the project was authorized for funding. If project activity has not started and it appears the project is falling behind the proposed schedule, the board may review the project status to determine if board funds should be withdrawn from the project and reallocated to another proposed project. The board may grant an extension if, in the board's opinion, the project will begin work shortly after the original twelve-month period has elapsed. For purposes of this section, "begin work" means the date that a contract is advertised. [Statutory Authority: Chapter 47.06A RCW. WSR 02-08-076, § 226-16-160, filed 4/3/02, effective 5/4/02; WSR 99-18-048, § 226-16-160, filed 8/27/99, effective 9/27/99.]

DRAFT

# East Marginal Way Project

## March 2020 Update



# Our vision, mission, and core values

**Vision:** Seattle is a thriving equitable community powered by dependable transportation

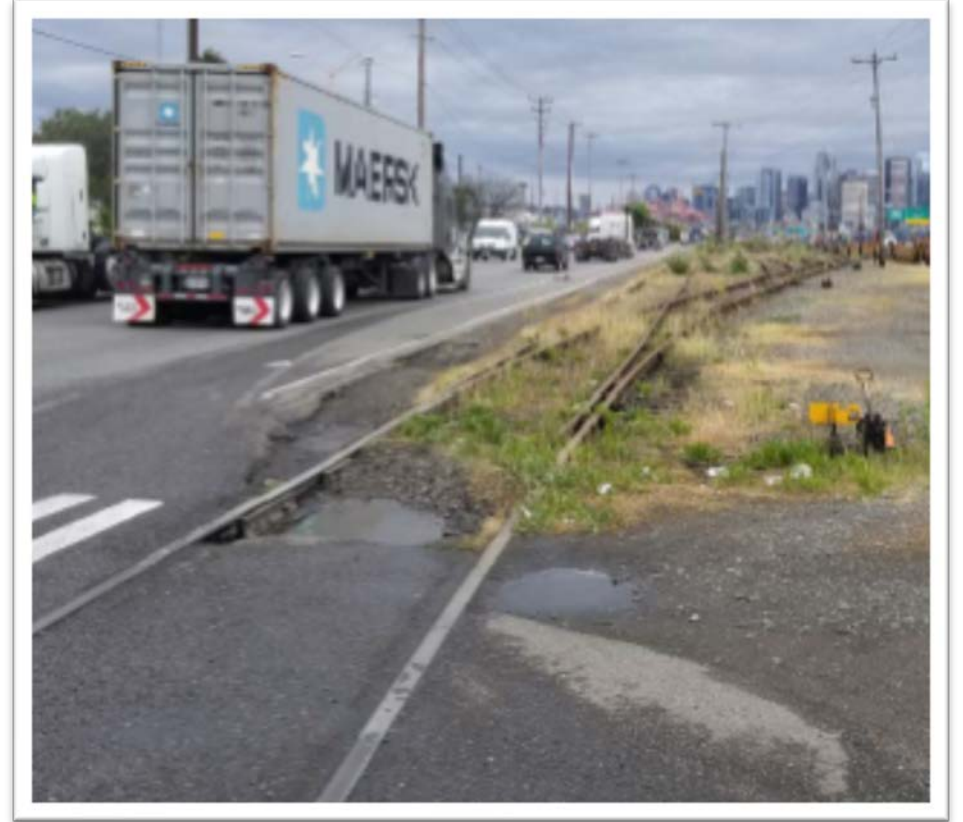
**Mission:** to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

# Presentation overview

- Background
- Project overview
- Funding scenarios
- Upcoming opportunities



We're here today to reassure you of Seattle's commitment to this project.



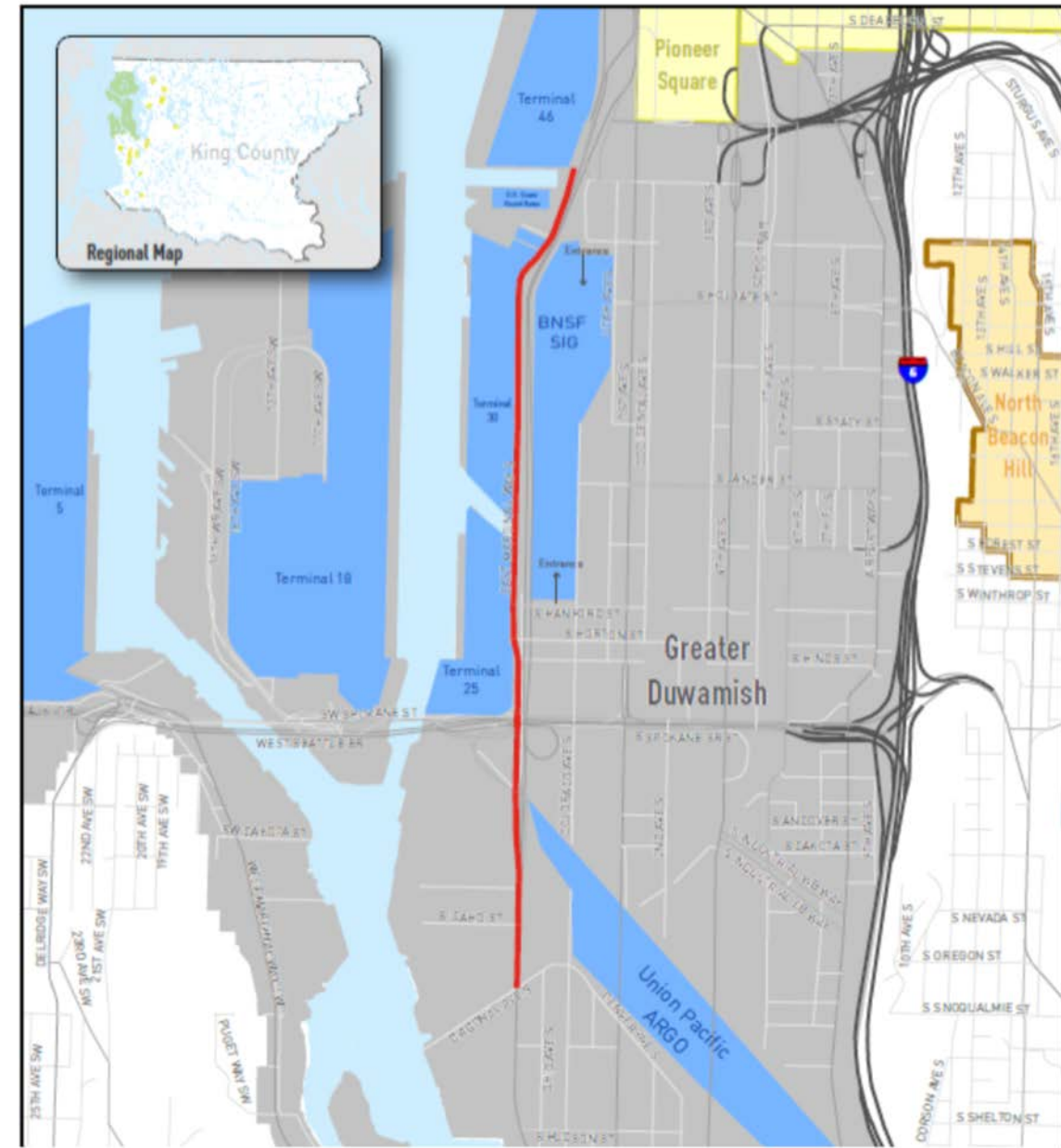
# Signature projects for Seattle

- S Lander St and E Marginal Way are Seattle's top projects
- Build upon previous FMSIB investments in area



# Project location

- Located in Seattle's Greater Duwamish Manufacturing and Industrial Center
- Serves North Harbor terminals 5, 18, 25, 30, and 46, and the U.S. Coast Guard
- Key regional arterial for access to international commerce, I-5, SR 509
- PSRC Critical Urban Freight Corridor
- FGTS T-1/T-2 freight route
- Primary access to BN and UP intermodal facilities



# Project goals



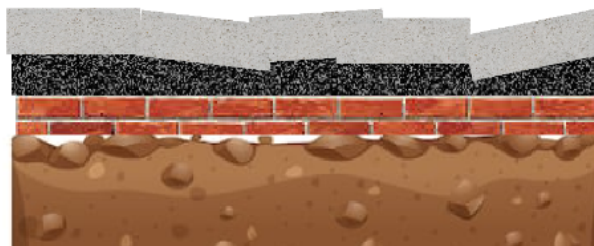
Improve freight mobility and access



Promote efficiencies in freight movements



Enhance separation for people walking and biking



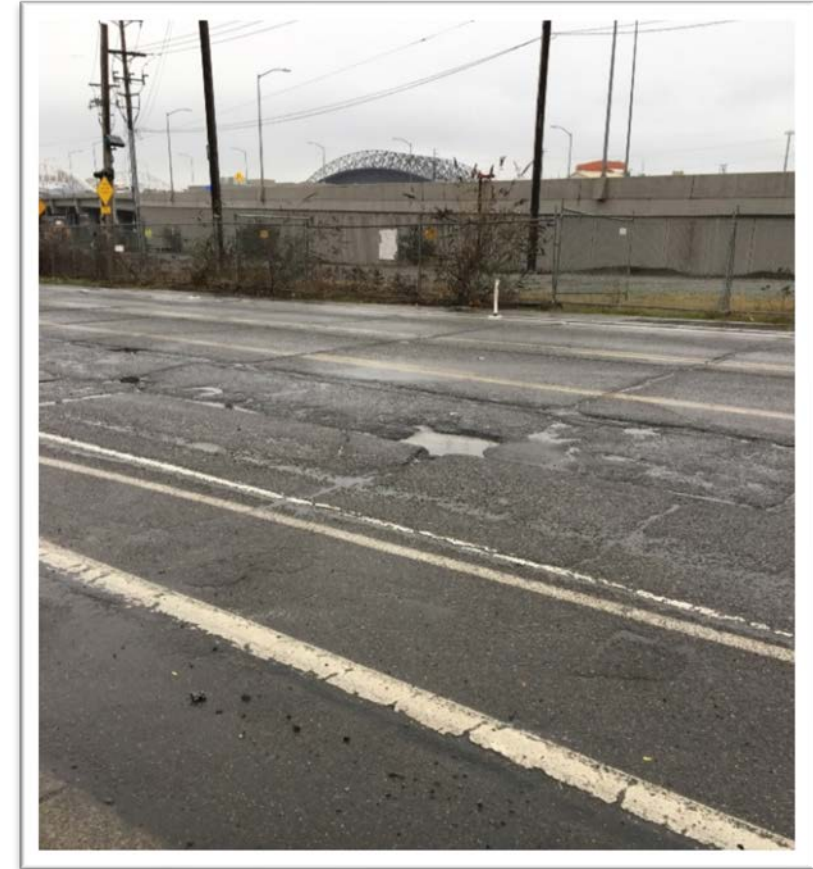
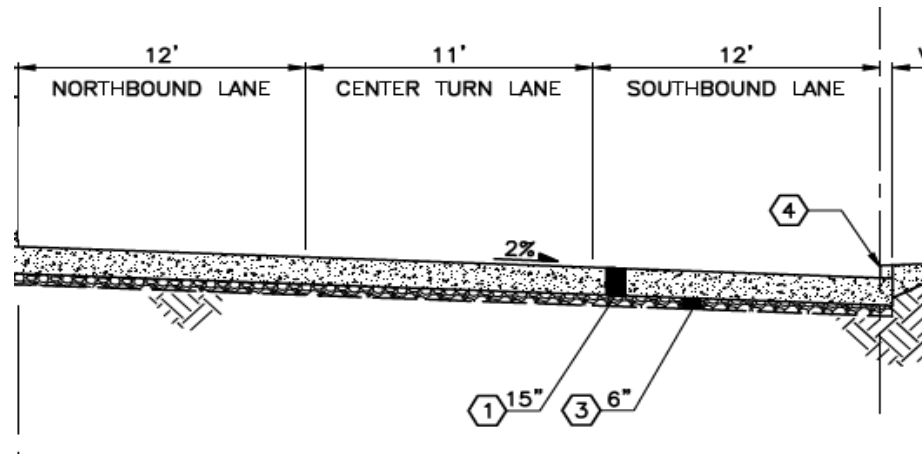
- Damaged and unlinked concrete slabs
- Asphalt section well past useful life
- Original brick sub-base
- Native fill material





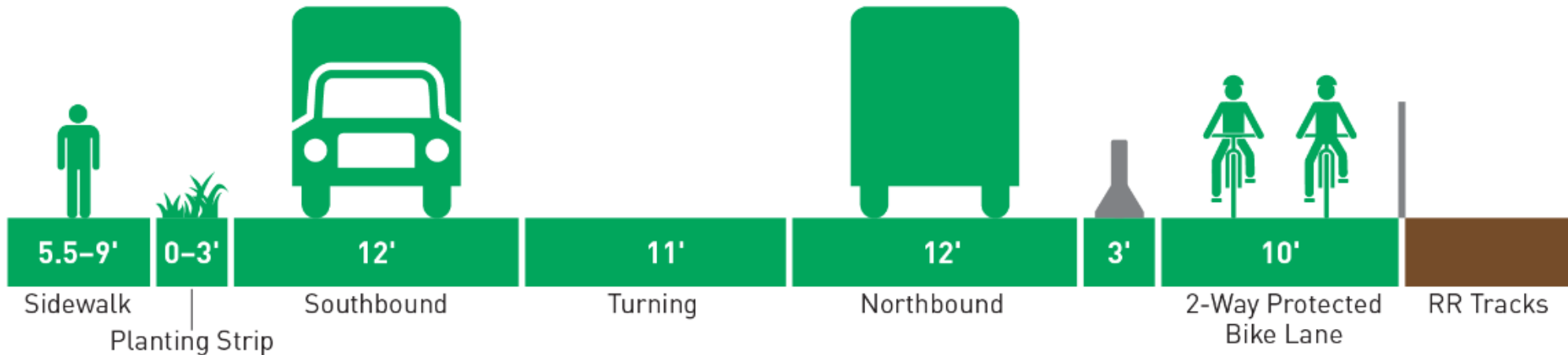
# Heavy Haul pavement network

- Pavement between S Massachusetts St and Duwamish Ave S will be upgraded to Heavy Haul standards
- Reconstructs roadway to provide 50-year life
- Rebuilds signal at busy freight intersection (S Hanford St) and adds adaptive signals to improve traffic flow
- Improves freight safety by separating people on bicycles



# Project cross-section

- Maintains existing number of lanes and lane widths
- Adds fully separated bicycle facilities for close to 1,000 daily riders
  - ✓ Physically separated
  - ✓ Keeps bicyclists away from Port driveways on west side of street
  - ✓ Minimizes conflict points



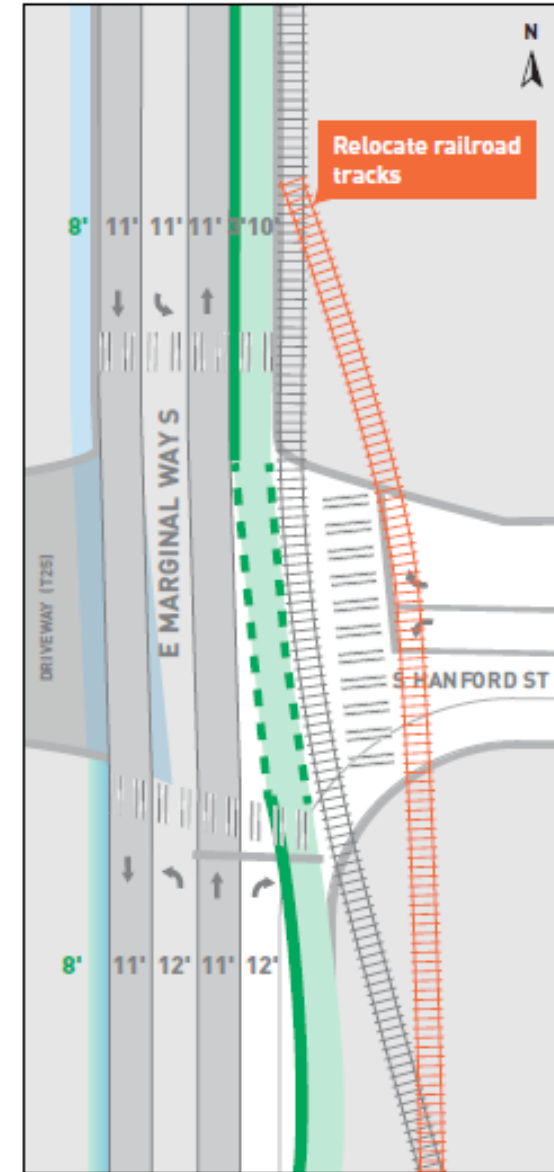
*Typical cross-section looking north*

# Original cost estimate (2018)

Scope Element	Cost (in millions)	FMSIB Contribution
Pavement, freight & traffic flow improvements (signals, intersections, signs, markings), drainage	\$18.9	\$6.1M
Design/Construction Management/ROW/permitting	\$23	
Pedestrian and bicycle improvements, landscaping	\$6.5	
Total	\$48.5	

# What's changed since 2018?

- FHWA design funds (\$4M): project now at 60% design milestone
- Proposed relocation of railroad tracks at S Hanford St (*approx. \$3M in increased scope*)
  - Safety improvement
  - Allows crossing to be upgraded to match Heavy Haul pavement
- Reconstruction of roadway to Heavy Haul standards between S Spokane St and Duwamish Ave S (*approx. \$1.5M in increased scope*)
- Proposed project phasing in order to meet grant requirements (TIB & FHWA)





# Proposed project phasing

A phased approach utilizes current secured funding

## Phase One – North Segment (S Atlantic St to S Spokane St)

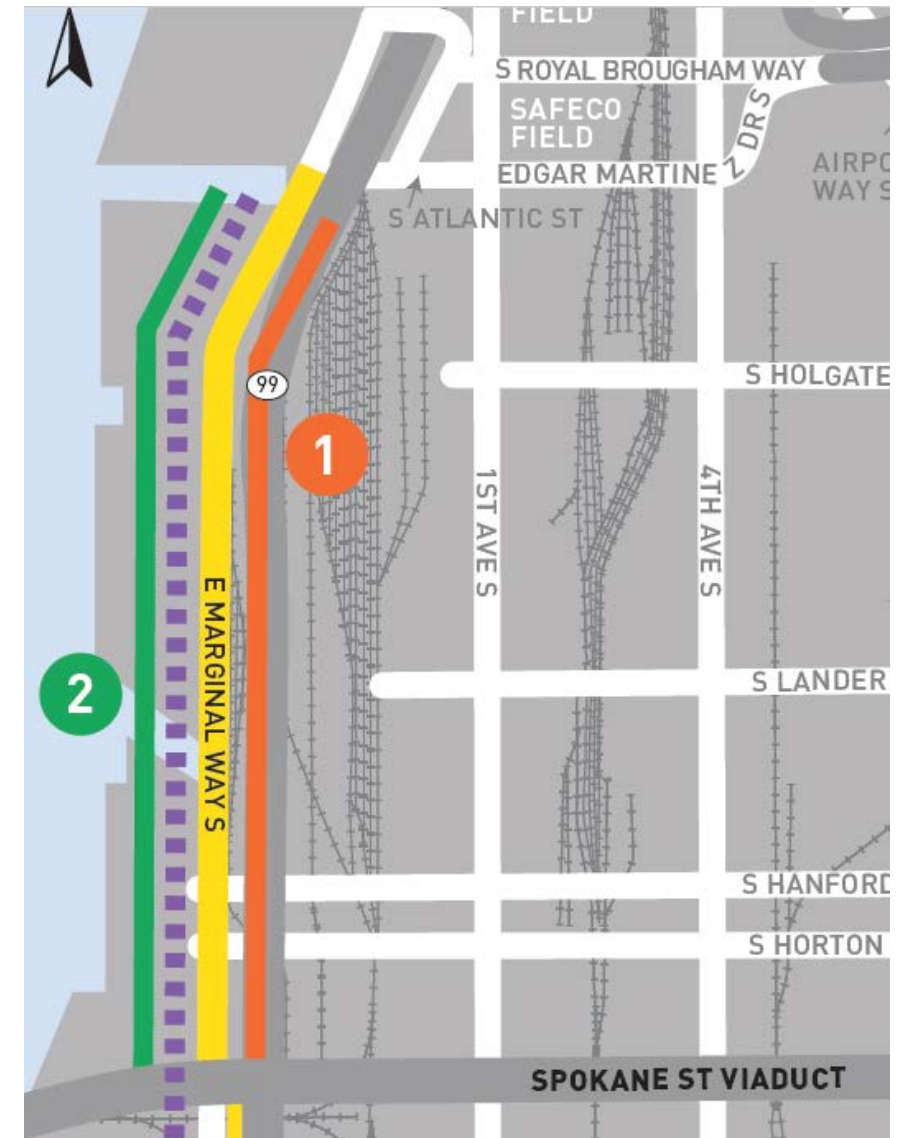
- Rebuild signal and relocate railroad track at S Hanford St
- New signal at S Horton St
- Bicycle facility between S Atlantic St and S Spokane St

## Phase Two – North Segment (S Massachusetts St to S Spokane St)

- Roadway reconstruction to Heavy Haul standards
- Replace west sidewalk
- Water main replacement (SPU)

## Future Phase – Central Segment (S Spokane St to Diagonal Ave S)

- Roadway construction to Heavy Haul standards between S Spokane St and Duwamish Ave S
- Non-motorized connection between S Spokane St and Diagonal Ave S



# Revised cost estimate (60% design)

Phase	Cost (in millions)
Phase 1	\$11 - \$19
Phase 2	\$30
Central Segment	\$11
Total	\$52 - \$60

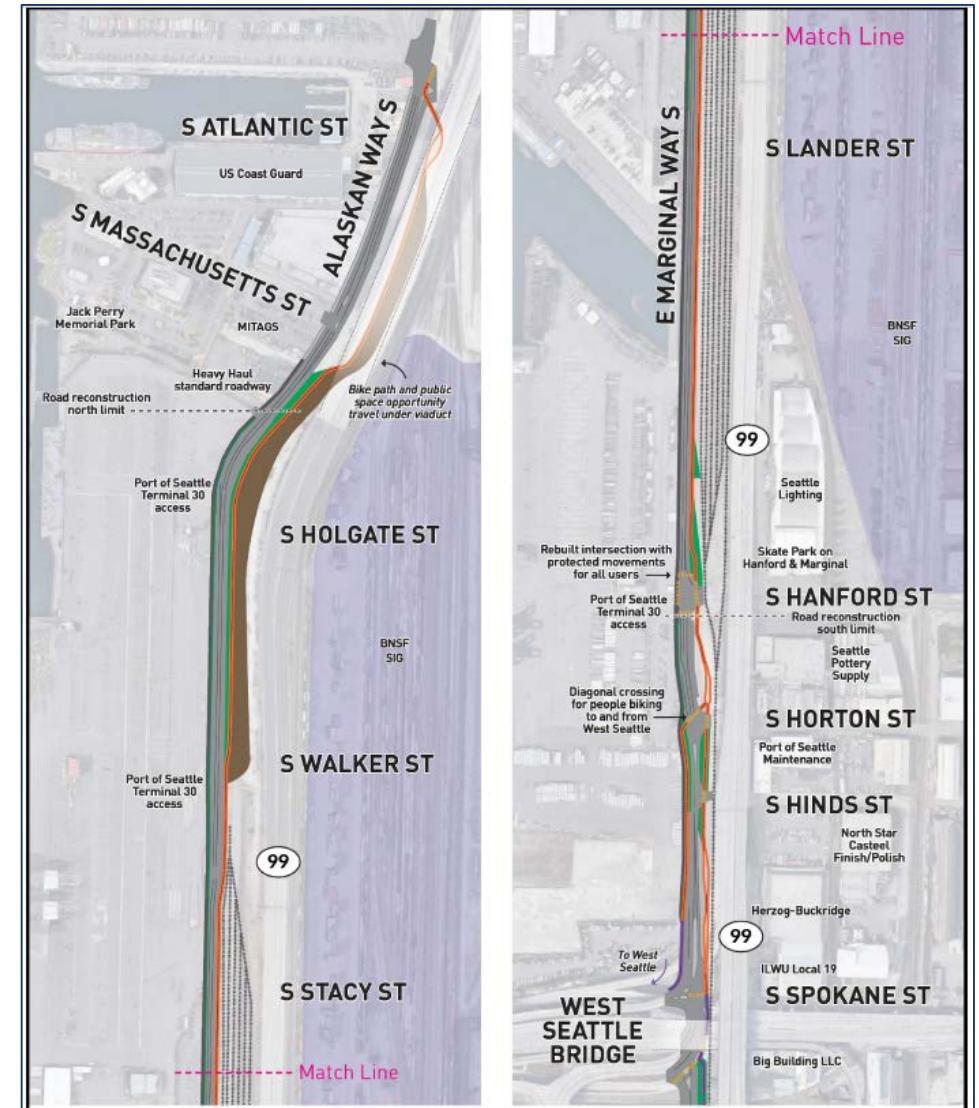
- Original estimate: \$48.5
- Assumes increased costs due to phasing; amount will be lower if we are able to build phases at the same time
- Scope addition: Heavy Haul pavement proposed between S Spokane St and Duwamish Ave S

# Funding plan

Source	Amount	Status
Levy to Move Seattle	\$5 million	Secured
Other local funds	\$2 million	Secured
Port of Seattle	\$5 million	Secured
FMSIB request	\$6.1 million	Secured
PRSC	\$6 million	Secured
TIB	\$3 million	Secured
INFRA	\$13 million	Requested
Total	\$40.1 million	
Total project cost is \$52 - \$60 million		
Current project shortfall: \$12M – 33M		

# 2020 grant opportunities

- SDOT proposes combining Phase 1 and Phase 2 elements:
  - All Phase 1 project elements
  - All Phase 2 project elements from (and including) S Hanford St to the north
- INFRA grant submitted February 25, 2020
- BUILD grant due May 18, 2020



# Future funding options

- Future INFRA/BUILD (or their replacements)
- Additional local funds (through bi-annual City funding requests) or through Levy
- Additional partner funds
- Value engineer project elements

SDOT will continue to build off our past success to complete project design and build as much of the project as possible as funds are secured.

# Future levy

- Move Seattle Levy ends in 2024; explicitly called out East Marginal Way project for funding (\$5M)
- Vote on new Levy expected in November 2024
- East Marginal Way project elements not funded by this date are candidates to be part of new Levy
- Would allow construction to begin in 2025



# Funding Scenarios

	Successful with 2020 INFRA/BUILD grants	Unsuccessful with 2020 INFRA/BUILD grants
Phase 1 (S Atlantic St to S Spokane St)	Fully funded; construction start in 2022	Modified project funded; construction start in 2021
Phase 2 (S Massachusetts St to S Hanford St)	Fully funded; construction start in 2022	Continue to seek funding
Phase 2 (S Hanford St to S Spokane St)	Not funded under INFRA; potential to fund under BUILD	Continue to seek funding
Phase 3 (S Spokane S to Diagonal Ave S)	Continue to seek funding	Continue to seek funding

# Next steps

Date	Activity/action
2020	Complete design
2020	Continue grant-writing
2021 - 2022	Start construction of Phase 1; potential to start construction of part of Phase 2



# Questions?

lorelei.williams@seattle.gov | (206) 684-5000

<http://www.seattle.gov/transportation/projects-and-programs/programs/freight-program/east-marginal-way-corridor-improvement-project>

[www.seattle.gov/transportation](http://www.seattle.gov/transportation)



[Return to Agenda](#)



## ***Minutes for Teleconference Call***

*2/11/20*

**Topic:** Request from Senator Cantwell's DC Office for FMSIB Input on Reauthorization of the FAST Act

**Attendees:** FMSIB - Dan Gatchet, Brian Ziegler, Gena Workman  
Governor's Office – Erik Hanson  
Sen. Cantwell staff – Naseem Mehyar  
Commerce, Science and Transportation Committee staff - Michael Davisson, David Martin

### **Discussion:**

Naseem Meyhar, from Sen. Cantwell's staff, reached out to FMSIB last week while I was on vacation. Upon my return 2/10/20, I contacted Nassem and Chair Gatchet and arranged a conference call for the next day.

After introductions, Michael Davisson opened the meeting to explain that the Senator contacted FMSIB and is interested in hearing about several freight issues being considered in the new surface transportation act (STA) reauthorization. The Commerce Committee has the freight mobility issue space. Funding is obviously important. Some questions about where is the freight mobility expertise in states? In DOTs? How do we break through modal silos? Is it true the modes don't talk? What kinds of innovative funding exist? Any ideas for great pilot projects? President's proposal is now out (\$10 trillion over 10 years, new freight program BIG).

Brian Ziegler asked about the Committee's legislative schedule. Michael responded that first drafts are in progress. Freight is important to Sen. Wicker (Chair of Committee) and ports are important to him. He wants to build off INFRA. FMSIB responses to the issue areas can come later, maybe by phone (but before end of Feb.).

Brian described how the National Highway Freight Program funding was allocated and prioritized in Washington. Parties agreed it could go smoother next time.

Michael asked Dan what he thought about trucking concerns that trucking weight fees are being spent on multimodal projects. What about "best economic project" regardless of modes? Dan replied that FMSIB scoring system and process picks the best project regardless of modes and there is no bickering afterward. Michael asked if this is because of the Board's transparency. Dan said yes. He added that there was mistrust of the WAFAC process because the project prioritization was internal to WSDOT and seen by few. When only one staff makes the decision others tend to mistrust it.

Michael asked if we could send along the CAGTC National Freight Strategic Plan (NSFP) comments that referenced state freight advisory committees. He also asked to see the initial WAFAC project lists and the final funded lists. Brian said he would send the information.

Michael said he had a sense that reauthorization will not happen on time. Congress may move something but will not get a bill passed this year. He added though that if we have any ambitious, out of the box thinking on multimodal freight planning, send it on! Sen. Cantwell thinks Wash. State uniquely positioned to lead the nation in the freight space. The state is tenth in nation on ton-miles moved. Also,

the federal government needs to get resources to states that bear the brunt of national freight movements.

Meeting adjourned - approx. 45 minutes duration

Summary prepared by Brian Ziegler

MAP 21 provides an opportunity for greater focus on improving the nation's freight delivery system. Section 1117 of the act recommends that each state create a freight advisory committee that includes both private and public representation with the five specific goals listed below:

### **Freight Advisory Committee Role**

**Role of Committee.--**A freight advisory committee of a State shall--

- (1) advise the State on freight-related priorities, issues, projects, and funding needs;
- (2) serve as a forum for discussion for State transportation decisions affecting freight mobility;
- (3) communicate and coordinate regional priorities with other organizations;
- (4) promote the sharing of information between the private and public sectors on freight issues; and
- (5) participate in the development of the freight plan of the State described in section 1118 of MAP 21

FMSIB will convene the Washington State Freight Advisory Committee as an ongoing standing Committee of the Board, schedule meetings, work with State and local stakeholders providing input on freight matters. FMSIB will staff the committee, select the chair and members of the Committee with FMSIB members composing the core of the Washington State Freight Advisory Committee will provide expert advice and input to WSDOT and the Transportation Commission in the development of the state's Freight Plans and the inventory of freight barriers as described in MAP 21.

**Freight Advisory Committee: Membership.** MAP-21 guidance on State Freight Advisory Committees recommends that the Committee be broad based to include both public and private interests in freight and goods movement. State freight Advisory Committees should include representatives of a cross section of public and private sector experts and stakeholders, many of which are currently represented on the Freight Mobility Strategic Investment Board.

The Freight Advisory Committee will be created as an on-going standing committee of the Freight Mobility Strategic Investment Board. FMSIB will convene the Washington State Freight Advisory Committee as an ongoing standing Committee of the Board, schedule meetings, work with State and local stakeholders providing input on freight matters. FMSIB will staff the committee, select the chair and members of the Committee with FMSIB members composing the core of the Committee. Per MAP-21 direction and the ensuing guidance, the FMSIB membership will be enhanced by a selection of additional members that reflect Washington's relevant freight stakeholders to include:

**FMSIB representation:**

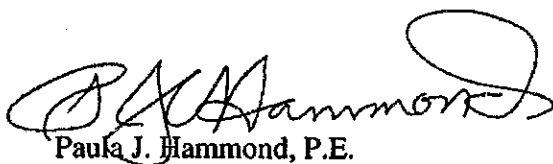
Trucking  
Maritime  
Rail  
Ports  
Cities  
Counties  
WSDOT  
Private sector

**Added Freight Advisory representatives:**

Workforce  
Tribal  
MPO  
RTPo  
Shipper  
Airport Authority  
River Commerce  
Environmental

**Timeline:**

- a. FMSIB will coordinate the Freight Advisory Commission's work with WSDOT and the Transportation Commission timelines as they develop the State Transportation Plan.
- b. The Advisory Committee would be expected to confirm and take action on validating completed deliverables (or "Tasks" as identified in the MAP-21 guidance.) The Advisory Committee would take an additional action confirming remaining deliverables and a recommended timeline for completion of remaining Tasks.



Paula J. Hammond, P.E.  
Secretary of Transportation  
WSDOT



Karen Schmidt  
Executive Director  
FMSIB

## WAFAC Budget Provisos

Eff. 3/12/20

Element	Original Proviso (19-21 Biennial Budget)	2020 Supplemental Floor Amendment (Feb. 28, 2020)	2020 Supplemental Conf. Committee Proviso (Mar. 11, 2020)
<b>Overall scope</b>	Recommend framework for allocating future FAST freight funding	Recommend framework for allocating future FAST freight funding	Recommend WAFAC's "purpose and goals, roles and responsibilities, reporting structure, and proposed activities"
<b>Who collaborates</b>	WSDOT and the WAFAC		
<b>The Convener</b>		WSDOT	WSDOT
<b>The Convened</b>		A "WAFAC"	Freight stakeholders
<b>Who reports to Leg. and Governor</b>	WSDOT and the WAFAC	WSDOT	Freight stakeholders
<b>When report due</b>	Oct. 1, 2020	Dec. 1, 2020	Dec. 1, 2020
<b>Committee Composition</b>	The WAFAC	A "WAFAC"	(See highlighted list)
<b>Other direction</b>		The dept. shall convene a WAFAC that conforms to FAST et. al. and "considers practices used by other states for the committee's structure, role, and activities."	... the stakeholder group must review practices used by other states. The proposed committee must conform with requirements of the fixing America's surface transportation act and other relevant federal legislation
<b>Scope of recommendations</b>		... the status of the freight advisory committee and the department's plans to use the committee to provide advice on improving freight mobility, including, but not limited to, addressing insufficient truck parking in Washington state, examining the link between preservation investments and freight mobility, and enhancing freight logistics through the application of technology.	... how the committee can address improving freight mobility, including, but not limited to, addressing insufficient truck parking in Washington state, examining the link between preservation investments and freight mobility, and enhancing freight logistics through the application of technology.

**Original Proviso (19-21 Biennial Budget)**

(b) In advance of the expiration of the fixing America's surface transportation (FAST) act in 2020, the department must work with the Washington state freight advisory committee to agree on a framework for allocation of any new national highway freight funding that may be approved in a new federal surface transportation reauthorization act. The department and representatives of the advisory committee must report to the joint transportation committee by October 1, 2020, on the status of planning for allocating new funds for this program.

**2020 Supplemental Floor Amendment (Feb. 28, 2020)**

The department shall convene a Washington state freight advisory committee that conforms to the fixing America's surface transportation act, other enacted federal legislation, and published guidance from the federal highway administration, and considers practices used by other states for the committee's structure, role, and activities. The department shall report to the transportation committees of the legislature by December 1, 2020, on the status of the freight advisory committee and the department's plans to use the committee to provide advice on improving freight mobility, including, but not limited to, addressing insufficient truck parking in Washington state, examining the link between preservation investments and freight mobility, and enhancing freight logistics through the application of technology.

**2020 Supplemental Conf. Committee Proviso (Mar. 11, 2020)**

The department shall convene a stakeholder group for the purpose of developing a recommendation for a Washington freight advisory committee. The recommendations must include, but are not limited to, defining the committee's purpose and goals, roles and responsibilities, reporting structure, and proposed activities. Stakeholders must include representation from, but not limited to, the trucking industry, the maritime industry, the rail industry, cities, tribal governments, counties, ports, and representatives from key industrial associations important to the state's economic vitality and other relevant public and private interests. In developing the recommendation, the stakeholder group must review practices used by other states. The proposed committee must conform with requirements of the fixing America's surface transportation act and other relevant federal legislation. The recommendations must include how the committee can address improving freight mobility including, but not limited to, addressing insufficient truck parking in Washington state, examining the link between preservation investments and freight mobility, and enhancing freight logistics through the application of technology. The stakeholder group shall make recommendations to the governor and the transportation committees of the legislature by December 1, 2020.

## FMSIB and WAFAC Comparison – D R A F T

Created 3/13/20

Attribute	FMSIB	WAFAC	Comments
1. Existence	Statutory (RCW 47.06A)	Optional (49 U.S.C. 70103)	
2. Function	Statute says to solicit, prioritize, and recommend funding for freight projects	Statute says WAFAC is advisory to the Secretary on freight plans and projects. WSDOT/FMSIB agreement said the same, but WAFAC was to be a standing committee of FMSIB.	At their core, both organizations review and prioritize freight mobility project proposals.
3. Structure	State Agency	Advisory Committee	
4. Created by:	State Legislature	Agreement of WSDOT and FMSIB, subcommittee of FMSIB	
5. Created when	1998 (22 yrs.)	2013 (7 yrs.)	
6. Meeting frequency	Five meetings annually	Ad hoc (not since 2017)	
7. No. of meetings	Since 1998: Approx. 120 (Between 5 and 6 meetings annually)	2013: 5 2014: 3 2015: 0 2016: 4 2017: 5	WAFAC Products: 2014: Freight Report 2016: Collaborative Project List to Leg.
8. Membership	Since 1998: Gubernatorial appointees (12)	2013: FMSIB appointed 2016: Members added per FAST Act changes	2013 appointments included many FMSIB members.
9. Recommendations provided to:	Governor and Legislature	Federal code says WAFAC recommendations made to the Secretary. FMSIB/WSDOT agreement says recommendations made to FMSIB.	2014: WAFAC Freight Report delivered to Congress 2016: Collaborative project list delivered to Leg.
10. Funding authority	Budgetary	Advisory	
11. Funding influenced	State - \$29 m / biennium (\$14.5 m annually)	Federal - \$89 m/ 5 years (\$17.8 m annually)	
12. Freight project selection criteria	Ten categories totaling 198 points	Six categories totaling 55 points	Both sets of criteria include M, O, P, S, & E
13. Freight project selection process	1998 to 2018: Board solicits; two committees score, conduct interviews and recommend funding; Board consensus determines awards.	2016: Collaborative with WSDOT 2017: WSDOT consulted with WAFAC. WSDOT Secretary made final decisions.	2016: WAFAC and WSDOT collaborated on the project solicitation and prioritization. 2017: WSDOT led the “validation” process
14. State/Local funding split	By project applicant: 6/94 By facility ownership: TBD	By NFIP-funded project: 48/52	
15. Staff support provided by:	FMSIB staff	FMSIB staff	
16. Operations funded by:	FMSIB budget	FMSIB budget (RCW 47.06A.045 added funds to FMSIB for reimbursing travel of WAFAC members)	



# **FMSIB ANNUAL WORKSHOP TOPICS**

## *2019 Topics and Potential 2020 Topics*

### FMSIB History & Overview

- Capital Priorities
- Project History & Data Analysis
- Budgets & Fund Balances

### History of Freight in Washington

### FMSIB Framework (Related to Delegation of Authority)

- State Law
- WAC
- Bylaws

### Options for Reducing Reappropriations

### Active Projects That Could Be Deferred

### FMSIB Legislative Update: Budget & Policy Bills

### FMSIB Subcommittee Membership Update:

- Legislative
- Project Selection
- Administrative
- Outreach

### Future Meeting Schedule:

- Dates
- Locations

### Trucking, Rail, and Port Priorities

### Potential 2020 Topics (Draft Ideas)

- Role of Transportation Boards in Washington
- The FMSIB Creation Story
- Trucking, Rail and Port Priorities
- 2021 Legislative Strategy
- Status of WAFAC and FAST Act Reauthorization
- Other Board Issues: \_\_\_\_\_
- \_\_\_\_\_

## Comparison of TIB, CRAB, and FMSIB

March 20, 2020

Attribute	TIB	CRAB	FMSIB	Comparison of Attribute to FMSIB's Program
<b>AGENCY</b>				
Agency Creation	1988 (32)	1965 (55)	1998 (22)	
Agency Program Management FTE's	6	1	1	FMSIB has fewer program management resources
Does agency have regulatory authority over project sponsors?	No	Yes	No	CRAB has a strong, on-going relationship with all 39 of it's grantees. CRAB certifies county gas tax distributions.
<b>PROGRAM</b>				
Number of projects in the program (2019-21)	400	130	28	FMSIB's program is comparatively small, but targeted on a single issue
Dollar size of the program (2019-21)	\$300 m	\$70 m	\$50 m	
Average time between grant award and start of construction (years)	2.0	4.5	6.3	Much of FMSIB's program is strategic and "first-dollar" into projects.
Average construction time (years)	1.3	1.5	2.1	Once funded, FMSIB projects are slightly more complicated to construct.
Historical expenditures as a percent of biennial appropriations	80%	66%	35%	This is the target of the 2019-21 biennial budget proviso
Current fund balance as a percent of biennial revenues	6%	41%	79%	FMSIB awards all fund balance to projects, nothing is un-allocated.
<b>PROJECTS</b>				
Types of projects	Road, Bridge	Road, Bridge	Road, Rail, Bridge	
Typical Project Scope	Widening, overlay	Widening, overlay, safety	Widening, overlay, grade separation, rail capacity	
Project phases funded	PE, RW, CN	PE, RW, CN	CN only	FMSIB could fund PE and RW but historically has target funding on Construction only.
Ave. number of fund sources in sponsor's projects	2.4	2.5	4.3	Project delivery become more complex as more funding partners and constraints are added.
Projects include private sector funding	Yes	No	Yes	
No. and type of potential project sponsors	304	39	398	
% of project total contributed by <u>state</u> agency	38%	55 to 60%	15 to 20%	FMSIB has a 6:1 funding ratio, which is good for leveraging state investments, but limits FMSIB influence on project decisions.
Average total project cost	\$1.6 m	\$2.2 m	\$3.4 m	FMSIB's projects are more expensive and more complicated.
Range of Project Costs	\$5 k to \$100 m	\$0.3 m to \$14 m	\$0.13 m to \$100 m	
<b>LEGISLATIVE</b>				
Legislative direction on reappropriations	None	None	2019	FMSIB proviso halting 2020 Call for Projects and requiring report on reappropriations
LEAP list requirement?	No	No	Yes	Requirement limits ability of FMSIB to shift awards to better performing projects.

## 2019 Annual Report Printed Copy and Electronic Mailings

### *Printed Copies*

<b>RECIPIENT</b>	<b>NUMBER of Copies Sent 2019</b>
Congressional Members	12
County Commissioners	43
County Public Works Directors	42
Misc.	35
Ports	58
Project Leads	37
WA State Library	2
<b>TOTAL</b>	<b>229</b>

### *Electronic Copies*

<b>RECIPIENT</b>	<b>NUMBER of Copies Sent 2019</b>
Board Members, Board Member Assistants/Others, Interested Individuals	48
Cities ~ AWC Newsletter Distribution	281
Congressional Transportation Advisors	12
House & Senate Transpo Members with whom the Board did not meet	22
Ports	57
Misc.	1
WAFAC – 2018 Contact List	68
WA State Library	1
<b>TOTAL</b>	<b>490</b>